Statement of Captain Lambort, of the Kingfisher.

Additional Particulars of the Burning of the Louisa Hatch, Kate Stewart and Mary Alvina.

A Portion of the Crew of the Louisa Hatch Join the Pirate.

The Brig Arabella, of Mew York, Captured by the Tacony.

SHE IS BONDED FOR \$40,000.

Sketch of the Commander of the Pirate Vessel.

STILL ANOTHER PRIVATEER STEAMER.

THE NEW REBEL STEAMER ROBERT LEE, đe.

additional particulars in relation to the operations of the pirate Alabama. From the statement of the capitain of the Kingfisher it would appear that the pirate Semmes is statement seems to regard the corsairs as a party of very

Statement of Captain Lambert, of the Kingfisher.

The whaling schooner Kingfisher, Captain Lambert, was aptured and burned on March 23. The following is Cap-

tain Lambert's " card of thanks:"—
The Kingdishor, on the 23d of March, when in latitude 20 north, longitude 26 20, was boarded and taken pos-nession of by the steamer Alabama. I was ordered on board of her, and was told by Captain Semmes that my ossel was a prize, &c. After taking out of my ves voscel was a prize, ac. After taking out or my vessel auch provisions as they desired, they set fire to her. I was on board the Alabama twenty-three days, and must say that I was treated well. Captain Semmes gave me all my nautical instruments. With him I had but little consation; but he appeared like a perfect gentleman, and

Dault, the surgeon, seems rather reserved. All the others had frequent discussions with on any topic I desired. Lieutenant Howell, of the marines, I think highly of; and Mr. Armstrong, Second Lieutenant; Mr. Wilson, Third Lieutenant, and Mr. Lane, Fourth Lieutenant, all seemed pleasant men. Dr. Liewelyn, assistant surgeon, and Mr. Smolair, the master, are fine men. Mr. Freeman, first Shotair, the master, are one men. Hr. Freeman, are nesistant engineer; Mr. Brook, second assistant engineer; Mr. Cummings, third assistant engineer; Mr. O'Brien, fourth sesistant engineer, and Mr. Fundt, fifth assistant engineer, are all friendly, good feeling men. Mr. Smith, the Captain's clerk; Messrs. Baboock, Blaciair, Maffit and Anderson I shall always remember with gratitude for their kindness; they did me many little favors that were

Mr. Alcott, sailmaker, and Mr. T. C. Cuddy, the gun are also nice men. Mr. McCarkey, the boatswain, and Mr. Robinson, carpenter, also treated me with kindness. I must not forget the steerage steward; he did me many tavors. Mr. Evans and Mr. Fulam, master's mates, and Mr. King, the master at-arms, are well appearing mea. Although Capt. Semmos burned my vessel and caused me great less, yet I have no reason to call him a bad man or pronounce such spittlets upon him as many have done. I can only speak for myself

THOMAS F. LAMBERT, Late commander of the schoonerr Kingdsher, of Fair-

Statement of Captain Grant, of the Ship Louise Stateh. I sailed from Cardiff, March 5, for Coylon, East Indice with a cargo of coal. On the 5th of April, in intitude 1 30 south, longitude 26 25 west, was boarded by the linbama, the crew taken off and the ship burned. Myoil and a part of my erew were landed at Pernambuco,

the rest having joined the Alabama. erthon, and was owned by William McLoun, of Rock-

Philadelphia, which had been captured by the Coquette all vessels and their cargoes, and especially those which are contraband of war, and he thinks he is perfectly justified in doing so, inasmuch as the United States gov-ernment considers everything contraband of war going to or coming from any ports in the Confederate States of

He gave no reason for releasing the Arabella. He re ported destroying two other vessels on the morning of the 12th, and had sent their crews to Philadelphia.

The Brig Arabella, of New York, Cap-tured.

SHE IS BONDED FOR \$40,000.

The brig Arabella, Captain Lindsley, from Aspinwall, in twenty four days, arrived at this port yearcrday. On the 12th inst., in latitude 38 20, longitude 74 30, she was boarded and taken possession of by the rebel privateer Florida No. 2, but was afterwards released by signing a bond for \$40,000, payable after the conclusion of the war

Cantain Lindsley's Statement.

The brig Arabella, belonging to the line of the Panama Radroad Company, left Aspinwall on the 22d of last touth, and pursued her voyage to New York without any nterruption whatever until she arrived in longitude 74 30, stitude 38 20, when she was overtaken by the bark Fig. ida No. 2, which Captain Lindsley supposed to be at first a merchant trading vessel, as she was steering in quite a different direction when first seen, but soon afterwards thinged her course in the way of the Arabella, which was steering northward. On the 12th of the present month she came in close quarters with the Art bells, about seven o'clock in the evening, and fired a blank cartridge to bring her to. Captain Lindsley ob-serving his dangerous position at once acceded to the de-ands of Captain Reed, of the rebel privateer, and when to had beeved to six men were despatched in a boat to and the Arabella. The cargo of the Arabella was altoand the Arabella. The cargo of the Arabella com-sister central property; and although the rebel com-sister of the privateer had decided on destroying the

a he changed his determination.

After the Arabella had been boarded by six men from the rebel vessel, Captain Lindsley, with his crew and passengers, was transferred to the Florida, where they were treated kindly. It is supposed that this same privateer is the Tyconia, of Philadelphia. Captain Lindsley and the Captain of the privateer entered into a con versation which lasted for some time. The papers of the Arabeita were demanded and given, from which it was discovered that the cargo was almost exclusively neutral property, and this no doubt had the effect of deterring Reed, of Florida No. 2, from earrying his destructi Reed, of Florida No. 2, from earrying his destructive throat into execution of burning the Arabella and her cargo. So determinedly was the commander of the privateer bent on burning the Arabella, that he only gave Captaim Lindsley and his crew fifteen minutes to leave the veszel, inside of which time they were to remove their wearing apparel and the other necessaries which they required. The certificates in regard to the cargo being neutral property were the salvation of Captain Lindsley and his crew.

The bonds demanded by Captain Reed of the privateer were not to be less than ferty thousand dollars, and this was made payable after the conclusion of the war be-)ween the United States and the rebel States. This (bet commander of the privateer proudly boasted
) his conversation with Capt Lindsley that he had al-

hady destroyed several vessels and had a nt their crews the localities to which they belonged. The Captain of the Arabella states that fleed is a very conversable man, and tond of minutely toquiring lute the

most trivial matter is connection with the North. Florida No. 2 is very poorty manned, and the armament of the vessel is confined to two guns, six-pounders. Should any of the United States war vessels come across her she would fail an easy proy to them. At a distance she appears a plain morehant bark vessel, shd would not at all be suspected of being a privateer. The ravegue on at all be suspected of being a privateor. The ravages of vessels of the Northern ports since sho became a priva-teer have been of a very sorious kind and of a very agra-rian character. She is piainly bark rigged and painted black, and will be easily known by having a black patch on her foretopeai. She has a crew of about twenty men, who appear to be civil and obliging, and do not reliah much the destardly trade they are at present engaged in. They spoke very friendly to Captain Lindsley and his men, and showed lively symptoms of friendship and good will. Otherwise they appeared downcast and fretted looking, and were very much depressed in their appearance. Road, of the pri-

Lindsley and his crew and passengers, to their great grati-fication, were once more put on board their own ship, when they at once set sail for New York, and arrived in safety at pier No. 18, Bast river, yesterday morning where the cargo of the Arabelia will be discharge

The following is the statement of Captain Probook:—I commanded the brig Mary Alvina, which sailed from Boston on the 1st of June for New Orisans, with a load of commissary stores, congisting of 3,900 barrels of pork, beans, &c. On the morning of the 9th instant, when in latitude 34 28, longitude 74 13, it was reported to me that a brig was in sight, standing to the westward. As soon as she got within range it was observed that abe had the American fing flying at halfmast, which I under-stood to be a signal of distress. I stood for the stranger and hove to. A boat containing six mea was soon seer to leave the vessel and row towards my brig. The per son in charge of the boat's crow, who proved to be a master's mate on the rebel brig Coquette, in answer to hall, said that his vessel was the brig Clarence, of Baltimore, forty days from Rio Janeiro, and that they were short of provisions, which he would like me to supply them with. He said that they were most in want of bread: but that he would like a little beef and pork also. When the boat had reached the Mary Alvina, the men came on deck, and the person in command walked to the quarter-deck, followed by the boat's crew. As they approached me pistols were drawn and the officer said— 'Captain, I have to inform you tha you and your crew are prisoners, and your vessel a prize to the Confederate brig Coquette." Being unarmed, and seeing the folly of making any resistance. I quietly submitted, and myself and crew were soon transferred to the deck of the privateer. Each of us was permitted to take on board a small bag of clothes. Nothing else removed from the brig but my pautical instrumwhich the pirates get and retained powersion of. When the officer in charge of the boat boarded us he informed me that if I had not hove to as soon as I did he would have shot the man at the helm; and the captain of the rebel privateer stated that he was on the point of givingme a shot. In about fifteen or twenty minutes from the time I reached the rebel vessel the Mary Alvina was on fire. I understood that the beds and other combustible materials on board were saturated with tar and pitch, to aid in the burning of the brig. My crew was put into the held of the privateer, with a guard over the hatchway; but I had the freedom of the vessel. There was no restraint upon me whatever, and the crew numbered from thirty to thirty-five men, and the Co-quette had four guns on board. I am not able to give the precise calibre of the guns; two were small and two large The Coquette sailed under the American flag, and a log was kept on board, as of the Clarence, of Baltimore, from Rio. I was told that the Clarence had only 250 sacks of coffee on board, and the story was that the captain of the Clarence had bought it at Rio on his own account. Soon Clarence had bought it at Rio on his own account. Soon after the capture of my vessel a brig from the north hove in sight and the privateer gave chase. The strange vessel crowded sail, evidently having taxon alarm from the burning of the Mary Alvina, and kept ahead, though the privateer gained upon her, until it became too dark to keep up the chase. I learned, when on board, of the capture of the bark Whistling Wind (before reported). I saked, as a special favor, that I might be parmitted to have my ship's papers; but it was refused. On the night of the 11th a vessel, supposed from her celors the night of the lith a vessel, supposed from her celors to be a United States steamer, came in sight, but she paid no attention to the privateer. Fearing that she would beard us three of the guns were thrown overboard

and the remaining one bid in the cabin.

On the 12th the bark Tacony was captured, and the effects of the officers and crew transferred to her, and she was then made the privateer, the Coquette being destroyed by fire. Soon after the capture of the Tacony the schooner M. A. Shindler was captured. A "Quaker gun" was used in the capture of this vessel. A spar, painted black, was run over the side of the Tacony, and other officers captured. The crew of the privateer is com-posed largely of foreigners, chiefly Englishmen. Only a few of them annear to be thorough sallors. Some of afow of them appear to be thorough sailors. Some of them told me that their term of enistment was up, and expressed a wish to be released. My impression is that the change from the Coquette to the Tacony was made from a fear that a description of the Coquette might reach, the North through the release of the officers and crew of the Whistling Wind. A surgeon on board the privateer was called Brown; he belonged to Norfolk. One of the other officers was called Gutts; he belonged to Now Point Comfort. The only small arms that Cantain Frobock Point Comfort. The only small arms that Captain Frobook saw on board were those carried by the men. There were

many pistols of large size.

Captain Munday, of the bark Tacony, reports:—Sailed from Port Royal, 7th inst., for Philadelphia, in ballast, on the morning of the 12th, at 5:30 A. M., latitude 37, longi-tude 75 west, made a brig ahead with the American flag set in distress; after gotting under her stern she halled the bark and asked if she could furnish him with one de Japoiro, and entirely out of water, and I would do him a great favor by giving him enough to last till he got to the Chesapeake. Seeing nothing auspicious looking about him I told him I wend grant his request with plea-sure. We have to, and he sent a boat with an officer and en, whom the officer said he had brought to assist in getting out the water, so as to cause us no detention. At this time my men were on deck when the officer turned on me, and he and his men drew their revolvers. The officer put his revolver to my face, saying I was a prisoner and my vessel a prize to the Confederate Stptes.

We were then ordered on board the brig, which was called the Chreece, of Battimore.

The privateer promised us clothing and provisions enough to last us into port, but failed to furnish them, so that myself and crew were left without a change of The captain of the privateer transferred his crew on board of my bark and sailed to the eastward, after setting fire to the brig which captured me and the schooner M. A. Shindler, both of which vessels were on fire when I last saw them The Tacony was owned by Mr. George R. Ayres, a merchant of raccopy was owned by at the control of the control

board quarter boat. In sport Royal, and was return-ing in ballast. It is believed that the vessel was insured. Captain Ireland, of the schooner M. A. Shindler, reports that he left North Edisto, S. C., on the 9th mst, in ballast, for Philadelphia; on the morning of the 12th lust., made a brig and bark ahead, both hove to; came up with them about seven o'clock in the morning, when the brig set the American flag at the maintepmast head; I paid no attention to her till she fired a gun; I then hove to, and was boarded by an armed boat's crew from the brig, who,

boarded by an armed boat's crew from the brig, who, with revolvers in hand, told me we were prisoners and my vessel a prize to the Confederate States. We were then seat on board the brig, with the vessel's papers, willch were not examined; soon after my vessel was set on are, and was will in flames when last I naw her.

The schooner was about three hundred tons, ha! sailed from this port, and was valued at \$15,000. Immediately following the capture of the Shindler, the schooner Kate Stewart, from Key Weet, came alongside and was ordered to heave to. She was then captured, but released. The crews were put on the Kate Stewart.

The schooner Kate Stewart, Captain Teame, captured.

the schooler Kate Stewart, Captain Teagne, captured by the privateer Coquette, arrived at Kaigho's Point yesterday, having on board the captains, officers and crews of the bark Tacony, brig Mary Alvina and schooler M. A Shindler. Captain Teague, of the Kate Stewart, states that he left Key West on the 27th ult., in ballant, to E. A. Souder & Co., and that he was captured on the 12th inst. Golden Rocket, snip. Steamer Alabama.

The commander of the privateer Charles W. Read. a late Golden Rule, bark. Steamer Alabama.

conds in §7,500. The commander of the privator, mys. Captain Tongso, appeared to be much exasperated on account of information be had received that some of his property in Jackson. Minissippi, had been burned by the Union forces. He protonted that he would burn every United States vessel that he met with having a clearance from the ports not belonging to the rebels.

Statement of Wm. S. Allen,

The schooner Kate Stewart, of Philadelphia, Tongue, master, was captured on Friday, June 12, at nine A. M., by a tender to the privateer Florida, formerly the Orsto, in lat. 37 deg. 18 min. North, longitude 75 deg. 4 min. West, only about forty-five miles northeasterly from Cape Charles. The privateer (a brig) was discovered about eight o'clock in the morning, directly on the vessel's course, hove to, with an American flag (Union Jack) byling. Near her were also hove to a bark and a schooner. As the Kate Stewart passed under the brig's stere she was halled and ordered to heave to, and at the same instant her ports were raised, exhibiting a gun. Captain As the Kate Blewart passed under the brig's stern she was halled and ordered to heave to, and at the same instant her perist were raised, exhibiting a run. Captain Toague at once hove to, thinking the brig to be a United States cruiser, and he was at once boarded by a crew from the privateer, who took possession is the name of the Confederate government. Captain Toague was at once ordered on heard of the privateer, with his papers, and there, in consequence of the number of ladies and oblidren, he had on board as passengers, he was allowed to ransom his vessel by giving a boad for seven thousand dollars, payable thirty days after a ratification of a treaty of peace between the Confederate States and the United States. He was also required to take on board twenty-four men composing the officers and crows and two passengers of the bark and schooler mentioned above (also prizes), and of a brig taken prize on the 9th instanf. Captain Toague was short of water and provisions, and so informed the captain of the privateer, who promised to informed the captain of the privateer, who promised to send some on board the Kate Stewart, but failed to do so, send some on board the Kate Stewart, but failed to do so, probably wishing to be at once out of sight of the two vessels, which he set on fire at the same time he sent his prisoners on board the Stewart. At a quarter-past eleven A. M. the privateer hoisted a signal for the Stewart to proceed, and at the same time she stood off to the east-ward, leaving the two vessels in flames. At one o'clock P. M., the Kate Stewart standing toward the Delaware

and seamen of the brig Mary Alvira, of Boston, Frobook, master, bound from Boston to New Orienns, with an assorted cargo. She was captured on the 9th inst. at half-past eight A.M., latitude 34 41 North, longitude 74 20 West, and burned the same day. Also, the officers and crew of the bark Tacony, of Philadelphia, Munday, master, two passengers and eight seamen, bound from Port Royal to Philadelphia, in ballast. Also, the officers and crew of the schooner M.A. Shindler, of Great Egg Harbor, Ireland, master, and six seamen, bound from Port Royal, in ballast, to Philadelphia. and seamen of the brig Mary Alvira, of Boston, Frobe

as the Kate Stewart. The escape of the Kate Stewart was owing wholly to the fact that also had for passengers four ladies and four small children. Were it not for the four ladies and four small children. Were it not for the helpless condition of these passengers, this vessel would have shared the fate of the others. The rebel captain (who gave his name as Read of Jackson, Mississippi,) wanted no encumbrances of the kind on board his vessel. While the privateers were in possession of the Kake Stewart they were very polite to the passengers, assuring the ladies and children that they anould not be harmed, and that they need give themselves

no uneasiness.

The privateer was named the Clarence, of Baltimore, and was herself a prize. She was captured by the Florida, while on her passage from Rio, with 200 bags of come and other merchandise. She was a fast saller, and had a crew of about forty men when she made the captures. After making these captures the privateer transferred his flag to the bark Tacony, and the Clarence was consigned to the Sames. In less than an hour after the Tacony was captured her name was removed from her stern, and she is now doubtless solute on a mission of destruction in

The schooper Kate Stewart was this day [no date ap of seven thousand dollars, payable to the President of the Confederate States thirty days after the ratification of a treaty of peace between the Confederate States and the United States of America.

CHAS. W. READ, C. S. N., Lieutenant Commanding. List of passengers on the schooner Kate Stewart, from Key West;—Mrs. Teague and child (family of the captain); Wm. S. Allen, Esq., Acting Deputy Collector of Key West, and Mrs. Allen and three children; Hugh Pailey, Esq., and lady, from Key West, on their way home to Guagow, Scotland; Mrs. Glass, a blind lady, resident of Key West, on her way to the Kye and Ear Informary at Now York. firmary at New York.

The Commander of the Tacony. Charles William Read, who commands the pirate Ta-cony, is a second lieutenant in the rebel navy, and is a citizen of Jackson, Mas. He entered the United States commissioned in the rebel service on the 13th of April, 1861, and, until joining this ship, was attached to the defences of the Mississippi river. He was a midshipman or the fourth class in 1866. He graduated at the foot of his class, which numbered fifty-five members. At the breaking out of the rebellion be was at the head of his class in deserting his flag and going over to the enemies

Another Rebel Privateer Steamer. The United States gunbout Wachusett, which arrived at Philadelphia on Saturday, reports lying alongside of the new rebel privateer Robert Lee for several days. The Robert Lee was from Wilmington, N. C., and had the new secesh flag hoisted, consisting of a white ground, with blue union, containing a red cross and thirteen white stars between the spaces of the cross. The Robert Les is a regular rebel war vessel, and is fully manned, and her officers are but partially uniformed. The Wachusett was not allowed to leave Bermuda until twenty-fours after the

We give a full list of the privateers as far as heard rom. From this statement it will be seen that the rebels have no less than five steamers and four sailing vessels at work preying upon our commerce. In fact, they are getting up quite a respectable flotilla upon the ocean. Afready they have captured, burned and destroyed no

688 then one nandrea and swen	ry affert Acaucius
Bleamers.	Station.
(labama (tate "296")	Atlantic Ocean.
lorida (late Oreto)	Atlantic Ocean.
eorgia (late Japan)	West Indies.
obert 1.00	Near Bermuda.
loknown.	Off Cape Horn.
Sailing Vessels.	A CONTRACTOR OF THE PARTY OF TH
ark Lapwing, tender to Florid	Atlantic.
tark Tacony, or Florida No. 2	Cape Hatteras.
Two vessels, names unknown	, cruising between Rocas
teef and three degrees cast o	of the Island of Fernando
le Noronha	White Table State of Street Street Control of Street

The Work of the Pirates. stroyed by the privateers -

	TEERS.
Vessels.	Captured by
Albert Adams, brig	
A. H. Thompson, schooner	Of Post Possi & C
Alert, bark	Stormer Alabama
Altamaha, brig	Clarent Alabama
Aldebaran, schooner	Cteamer Manualla.
Aldebaran, schooner	Dest. by rebels of Rap'nock.
Arcade, schooner	Stormer Sumter
Ariel, steamer	Clasmar Alabama
Alvarado, bark	Oten man department
Henjamin Dunning, brig.	Control Sumter.
B. F. Fartin, brig.	" OrentBet Samtet.
Benjamin Tucker, ship.	Steamer Alabama.
Brilliant, ship	
Botsey Am s, brig	
Both al hayer, ship.	Steemar Alabama.
Descende Castine bris	Steamer Alabama, bonded.
California, bark	Bleamer Funder
Cuba, brig	Steamer Sumter
Courser, schooner	
Crenehaw, schooner	Steamer Alabame
Chasteinin, brig	Steamer Alahama
Corris Ann, brig	Steamer Florida
Castine, ship	Stoamar Florida.
D. C. Pierce, bark	Privateer Jeff Davis
Unpiel Trowbridge,school	er.Steamer Sumter.
Dunkirk, brig	Steamer Alabama.
File schooner	Privateer Jeff Davis.
Lende Lieber brig	Retribution
Eban Dodge, bark	Steamer Sumter.
Prochantross, schooper	Privateer Jeff Payte.
Ettaka Dumbar back	Steamer Alabama
Vatella bety	Steamer Florida
W. T. Martin bris	Steamer Sumter.
Clen bark	Steamer Bumler.
Golden Rocket, ship	Steamer Samter.
Golden Ergie, ship	Steamer Alahama.

Privateer Joff. Davis. Jacob Pell, ship J. 8 Harris, ship. Joseph, brig Louiss Kitham, bark Lovi Starbuck, ship. Lafayette, ship. Lamplighter, bark amplighter, auretta, bark... ydia Frances, brig apwing, bark... Manchester, ship... Machias, brig Mary E. Thompson, Mermaid, achr..... Mary Pierce, schr.... Margaret, schr.... Mary Goodell, schr. brig Privateer Joil David Star of Peace, Sebasticock, ship. Santa Clara, brig. Soa Witch, schooter. Transit, schooter. T. B. Wales, ship. Tonawanda, ship. Lafayette, bark... Kate Cory, brig ... Dictator, ship.....
See Lark, ship.....
Dorcas Prince, ship.
Union Jack, bark...
Kingfisher, schoons
Arabeila, schooner.

THE NAVAL EXCITEMENT.

Three vessels off Cape Horn by an unknown private

Prompt Action of the Navy Department.

Twonty-five Vessels Despatched in Pursuit of the Pirates.

GREAT ACTIVITY AT THE NAVY YARDS

A Squadron of Chartered Vessel Fitting Out.

Affairs at New York, Beston, Philadelphia and Baltimore.

Four Steamers Despatched from Hampton Roads.

The Atlantic and Baltic Preparing for Mervice, Ro.

The news of the close proximity to our coast of th rebel privateers led the Navy Department, late on Saturd last, to order the immediate despatch of every availal armed vessel from this port, and also of four from Ham ton Roads. All day Sunday the vessels at the yard were the score of unusual excitement and bustle. Fortunately there were several vessels in a state of forwardness; so that a few hours sufficed to put them in order for sea

t was nearly midnight when Admiral Paulding received the telegram from the Navy Department ordering the vessels to sea without delay. In the dead hour of the night steam was got up on the steam tender at the yard, and she was sent down to Sandy Hook, where the Seminole and Adela were anchored, for the purpose of testing their compasses. They were ordered off instantly, and at three o'clock on the same of the same or the same or the same of the same or the same or the same or the same or the same of the same or Sunday morning they had their anchors up, and started in pursuit of the rebei privateer Tacony, which is cruising

near the Capes of Virginia.

On Sunday the Tuecarora, which had been waiting to take Rear Admiral Foote and suits to Port Royal, was started on the same errand, and she was closely followed by the Dai Ching and Virginia. Yesterclosely followed by the Dai Ching and Virginia. Yesterday the Kittatinny sailed, and to-day the practice sloop
Marine and yacht America will surely sail, while, if men
can be obtained, the Sabine will leave during the day.
The Sonoma would have been sent, but her engines are
disabled, and she is obliged to lie here for repairs, very
much egainst the wishes of her officers.
The government has ordered the chartering of a half a
dozen of the fastest sleamers in port, and guns and
man will be put on board, and they will be sent out to

the midshipmen on board of the Marion are in high glee at the prospect of seeing a little active service, and more than one youthful heart beats high in the auticipation of a cruise, having for its object some deed of valor on their part as well as performing a service for their Late in the day it was decided to send the crew of the

gunbeat Shomma on board of the Sabine, so as to assist in filling up the complement of men. The tender Jesamine will probably sail this evening; but she is bound direct for her station, and will make a

straight wake through the track of the pirates.

The Blackstone and Curlew have both been chartered and will probably leave here to-night. They will carry six guns each and a large crew of men to be used for

boarding purposes.

Valuateer officers from different departments in the Navy Yard will take the vessels in charge, and several outside applications have been made for situations on board of these vessels.

Great credit is due to Admiral Paulding, Commodore

Great credit is due to Admirat reliable, compositioned, Lieutenent Commander Fillebraun, and the heads of the different departments at the Navy Yard, for the unprecedented activity with which they have depatched so large a number of vessels. They have not been trammelled with a variety of orders, and, using their own good judgment, the public can see how well they

The Tuscarora is a screw sloop of the third rate, and is 907 tons register. She carries a battery of ten heavy guns. Since the advent of the robel pirates she has been employed on special service in the Western Atlantic Ocean, and roturned a few days ago to Philadelphia for repairs, and thence she came to this port to take Rear Admiral Foote and his staff to Port Royal, to relieve Rear Admiral Dupont. The following is a list of her officers:— Commander - Win A Parker.

Liculmant Commanding and Executive Officer - F H

aker.
Surpeon.—Richard C. Dean
Chief Engineer.—A. J. Kiersted
Poymater.—A. J. Clark.
Acting Mader.—W. C. Staples

-William E. Bullus, D. J. Grant, J. R. Third Assistants, F. W. Sutchinson, Han

the sorew sloop Seminole was bound fout to join Ad-farragus's squadron whos the present call for ves-tracobed Admiral Paulding. The Seminole belongs to the class of versels comprising the Iroquois, Dacotah and others. She is a beautiful versel, and carries nine heavy guns. She has done much valuable service during the war, and will now go out is excellent condition to do good service again. The following is a list of her officers:

Commender—Honry Rolando,

Liquicount Commender—Y. V. McNair.

covice again. The following is a list of her officers:

Commonder.—Honry Rolando.
Lieutemont Commonder.—F. V. McNair.

Burgoss.—Charles Martin.
Poymonder.—George C. Taylor.

Master.—Bherles G. Atkins.
Busgos.—Franch Kampton. B. Crosby.

Master.—Brace.—George B. Stephenson, D. R. Perkins, J.
Dermott and I. P. Knowles.

Bugonser.—Chief., John F. Peck. Second Assistants.—
Shipman. — Appold. — Drinkwater. — Dudlay.

Omplair's Clerk.—I to Brit.

The United States steam gunbost Dai Ching, Lieutemant
Commander J. C. Chaplin, west tate commission: at the
Brooklyn Navy Yand about neon on Tuesday last. The
Bat Ohing was buttle by Messers. Jowett & Co., of Williamsburg, for the late Mandarin Ward, of the Chinese navy,
but was some time since purchased by the government,
and has been estirally refitted and strengthened, and is
now a stained vessel, exceedingly handsome, and promisse final spood. She cherica mix guns. The following
is a list of her officers:—

Lieutenest Commonder.—J. C. Chapita.

Assistant Paymanter.—Edward Shorwin.

Acting Master.—Louis Chaney, Walter Walton, G. A.

Steins.

Engineers.—First Assistant, J. Fallow: Second Assistant,
Engineers.—First Assistant, J. Fallow: Second Assistant,

unboat Virginia is one of the captured prizes lately

taken and fitted out as a cruiner, or rather a blockader. She carries a sufficient battery to protect herself and at the same time to whip any ordinary salling cruiner. The no same time to with any ordinary acting returns. And ollowing is a list of her officers:—
Acting Polunter Lieutenant—C. H. Brown.
Acting Assistant Surpeon—G. H. Mason.
Acting Assistant Surpeon—G. H. Mason.
Acting Ensiant = E. H. Thomas, A. F. West, N. A. Blume.
Acting Master's Mates—F. E. Brackett, J. H. Rogers.
Acting Master's Mates—F. E. Brackett, J. H. Rogers.
Acting Majoriners—Socond Assistants, S. S. Glass, E. J.
Billespie, Charles Goodwin.

Gilleaple, Charles Goodwin.

The Kittatinny is a sailing vessel, and is considered very fast. She carries five guns. She is the only vessel of her rig is the navy, being a three masted schooper. She has been attached to the Western Gulf blookading squadron, and has been actively employed while on that station. The following is a list of her officers:—

Action Master Commanding—J. D. Seyburn.

Acting Master Commanding—J. D. Seyburn. Assistant Paymaster—Abraham Depue. Acting Master—W. Martin. Master's Mates—W. D. Bell and W. H. De Grasse.

The Marion is a sailing sloop-of-war, and carries a good The marion is a saling aloop-of-war, and carries a good battery. She is one of the practice ships attached to the Naval Academy. The following is a list of her officers:—

Lieutement—J. D. Marvin, encoutive officer.

Lieutement—J. D. Marvin, encoutive officer.

Asstrant Poymeter—N. J. Wright.

Michiganes—R. E. Evans, W. B. For, W. H. Wutting, O. V. Gridder, R. C. Irvin. (To perform insutements' duty.)

Master's Mate—J. W. Johnson, soting boatswain—and nigoty four midshipmen.

The famous yacht America will take part in the search or the Tacony, alias Fiorida No. 2. She carries a for-

midable battery for her tomage.

The America will be attached to the Marion as a tender, and will be manned by squads of midahipmen, from time to time, to exercise them in the art of handling fore-and-aft vessels. The following is a list of her officers:— Lieutenant Commanding—T. F. Kane. Endelsymmen—D. R. Camel, executive officer. THE ADELA.

The Adela is also a prise steamer fitted up as a cruiser. She is task, and carries a heavy battery.

The following is a list of her officers:—
Acting February Edwidment—S. N. Brodder.
Ameticant Surgeon. S. R. Brown.
Ameticant February—T. R. Tullook.
Acting Masse—R. Tarr.
Brodger's Masse—C. Scott, E. Regers, E. M. Clark.
Brodger's Masse—C. Scott, E. Regers, E. M. Clark.
Brodger's Masse—C. Houstant, W. Sparks; Second Assistants, H. Clark, U. Hart, T. Looby, T. Cranghan.

THE SUYAW.

The gunboat Eutaw, which has just been completed at Baltimore, will go to see immediately in search of the Tacony. She is a side wheel-steamer of the double end

The Sabine is a sailing frigate of fifty guns, and may possibly sail to-day, provided she can complete the num-ber of her crew, which is five hundred.

Tuscarors Securiole Desi Ching Virginia	
Adela	9
Total, nine vessels	
Sailing Vessels.	
Kittatinny	
America Sabine	5
Total	-
The grand total sent to see in forty-eight hours is	

vessels and 124 gups.
In addition to the regular vessels-of-war ordered to cruise, the government has chartered the following merchant vessels:— Stomers.
Atlantic.

Sallid
Septum
Sallid
Septum
Successor
Successo Bark Amy. Bark Young Turk. Bark Fidal Wave.

The bark Amy, Captain Hammond, is of 298 tons regis Rice & Thaxter, of Boston.

The bark Young Turk, Captain Harding, is of 390 tons register, and was built in Medford in 1856, and is owned

by A. Hardy & Co., of Boston.

The bark Tidal Wave, Captain Nelson, is of 355 tons re gister, and was built in Essex, Conn., in 1854. She is owned by Brookhouse & Co., of Salem. At Philadelphia the steamers America and two others,

names unknown, were chartered, and by this time are nearly ready for sea.

Vessels Chartered to Cruise for the Pirate Tacony.

Borow, June 15, 1865.

The government have taken four clipper barks and four schooners to cruise for the relate Tacony. They are now at the Navy Yard and expect to get off to night.

More Prisoners for Fort Lafa yette. UNITED STATES MARSHAL'S OFFICE. The following twenty four prisoners of war arrived by the Sonora and were transmitted to Fort Lafayette by Marshal Murray, in pursuance of the orders of the gov-

ernment:—
Edward Dexter, James Curry, Thomas Reed, Thomas Saunders, John Edwards, William D. Archer, Thomas Marrs, George Gay, William Ring, Frederick Leach, George Maurrials, George Morton, F. Hamilton, Alfred Brownseil, John P. Herpin, James M. Jennett, Samoel Marcy, John Fernander, Mark Hardin, Summer Parwell, Gustavus A. Echneidau, John Adams, Frenk Leuse, Richard Roberts.

Personal Intelligence.

Captain J. M. Gillis, of Washington, Captain J. Lawless, of Wilmington; T. W. Park and C. James, of Cairfornia, A. W. Harney and W. B. Pock, of Bufalo; M. Ladd, of Chicago; Admiral Foote, of the United States Navy; H. Whittell, of St. Paul; A. Getty, of Philadelphia; Captain P. Jones, of the United States Army; H. Whittell, of St. Paul; A. Getty, of Philadelphia; Captain Jones, of the United States Army; H. C. Hoppin, of Panama, are stopping at the Aster House.

Col, Charles Wiegand, commander of the First Arkansas infantry, has arrived in this city. He will remain until he recovers from his wounds.

Court Calendar-This Day. Court Calendar—This Day.

Separate Court.—Part 1—Nos. 2785, 2787, 2793, 2795, 2797, 2799, 2501, 2963, 3965, 2899, 2817, 2849, 2851, 2849, 2851, 2849, 2851, 2849, 2851, 2849, 2851, 2849, 2851, 2849, 2851, 2849, 2852, 2859, 3259,

THE NAVY.

Brocklyn Savy Yard.

The Stutes Court or Inquest.—The case of Chief Engineer Stimers in progressing slowly. The court new meets in the Lycoun, instead of the Marine Barracks. Some one will be sent to Port Royal to procure testimony, and until that is received but little will be done in

ROADORE.—All of the officers of the iron-ciad Rosnoks were ordered to report on board yesterday. She was not put in commission, as announced in some of the daily

rulers to capture the rebel privateers how on our coast.

The Navy Department will no doubt charter a steamer

Onion.—The supply steamer Union will sail on Thursday, the 18th inst., for the squadrons, with mails and passengers. Persons desirous of sending letters or packages to their friends in any vessels in squadrons or the blockade would do well to send them to the Lycoum, at the Navy Yard, as soon as convenient. The following in a list of the officers of the Union.

is a list of the officers of the Union.—
Licutement, Acting Folunteer—EA. Conroy.
Amistant Surpeon—S. D. Flags.
Assignet Paymeter—C. W. Bennan.
Arting Music—L. Crowell.
Basins—J. B. Con, J. M. Benaltey, W. Hallet, F. H.

Acting Master—L. Crowell,
Sunger—J. R. Cor., J. M. Smalley, W. Hallet, P. H.
Scauer,
Master's Master—W. H. Moad, O. E. Tucker, W. V. Smith,
E. G. Arnold, C. H. Armstrong,
Superiors—J. F. Butier, First Assustant; E. L. Thorp,
Second Assistant; E. McCarrick, S. A. Sinder, Thomas
Uestick, Third Assistants
Waturmary.—The United States gunboat Wachusett,
Charles & Floming, Lioutenant Commander, commanding,
arrived at Philadelphia on Saturday last, about one
c'elocit, and anchored off the Navy Yard. The Wachusett
loft St. Thomas on Sunday, the 24th of May, bound to the
United States for necessary repairs. Soon after sailing
the boilers of the vessel were found to be in such a bad
condition that she had to put into Sormada for temporary
repairs. She found the robel vessel Robert Lee at that
port, and lay alongside of her six days.

The Wachusett carries a very heavy armament, consisting of two eleven-inch Dahlgron pivot guns, two
thirty-pounder rilled guns, bow and stere chance, and
eight broadside guns. Sha has been a very effective vessoi, and was one of the fastest in the service, but owing to

sol, and was one of the fastest in the service; but owing to the leakage in the boiler she has lost speed. She carries a crew of one hundred and eighty men. The following is

a crew of one hundred and eighty mon. The following a complete list of her officers.—
Licuterant Commander Commanding—Chas E. Flemic Licuterant and Executive Officer,—Henry C. Talianan.
Acting Master—L. M. Muldaur (Sailing Master).
Acting Master W. Corner.
Acting Master Ma'e—M. V. Thomas.
Marine Officer—First Lleutenant G. P. Houston.
Assistant Paymaster—Lavi S. Stockwell.
Acting Assistant Surpoon—Thomas Welsh. e.
Engineers—First Amistant, Acting Chief, W. D. Pond
ton; Third Assistants, George W. Meiville, M. H. Enap
Edward Lincoln.
Bostaucin—John Burrows.
Gunner—John Russell.
Paymaster's Clerk———Evans.

MINISTERY AFTER REGIMENTS ORGAN-INING—VIOLOUS WORK OF THE STATE MILITARY ADTROSTIES, STO. Since the payment of bounties has been resumed and

Since the payment of bounties has been resumed and the actual return to the city of the two years regiments, there has been a largely marked improvement in the recruiting business of this city and vicinity. All the rejecting officers speak quite favorably of their experience in this connection. The State of New York has furnished over two hundred thousand troops for the maintenance of the national government, and there is now quite a large increase in the number of persons who are desirous of emissing in comparison with the enlistments for the last ix months. This, of course, in some manner, may be accounted for by the large bounties which are now being refrered, as well as the fact of the desire which the greater part of our returning volunteers express of again taking the faid. The following are the principal volunteer organizations now being raised in this city and Brooklyn, and which will probably be enabled to take the feels as regiments:—

and which will probably to the control of the contr

while new volunteers receive a bounty of seventy-new dollars.

EThe State military authorities, in conjunction with these recruiting officers, are doing everything in their power to forward these movements. Quartermaster General Talcott, in conjunction with his able assistant, Licutement Colonel H. P. Casey, is now busily engaged in attending to the interests of his office, and is making every provise in or the equipment of the troops who may again take the field. The Quartermaster General's office is situated at No. 61 Walker street, and now begins to bear the appearance of the busy time which characterized it twelve months ago, when the Pracident's previous call was being nobly responded to by the people of this city and State.

The United States mustering office, Colonel Lancing's office and other departments are also wearing a business air. The Park Barracks are filled with solders, nearly all of whom belong to returned regiments, and are waiting to air. The Park Barracks are filled with soldiers, nearly all of whom belong to returned regim .nls, and are waiting to be mustored out of service. The coutrast for furnishing troops with subsistance in New York and vicinity expires on the 13th of July, and it would be well that the government see that a proper person receives this contrast. It will be remembered what complaints are daily made in this connection by some of our brave soldiers relative bed fare which they receive in the army. Mr. G. Yerance holds the contract in this city at present according to the highest testimoutals, that given the best satisfaction.

General Ward B. Barnett will no doubt take out a fine brigade with him from this city. He is receiving every aid at the hands of the public, which his emissed abilities satisfied him to.

Arrivals at Boston. Borros, June 15, 1848.
Arrived, steamship McClellan from New Orleans on the instant. She brings six hundred and sixy bales of

w, steamship S. R. Spaulding from Newbern, with Death of Hon. Erra Lincoln Borros, June 15, 1868.
Hon. Ezra Lincoln, Assistant United States Treasurer

died of apoplexy this morning.

Mr. Lincola was one of our most valued citizens, and has held many offices of treats and responsibility.

His death is deeply mourned by all classes of citizens. Markets.
PRILADELPHIA STOCK SOARD.
PRILADELPHIA, June 15, 10

PRILADRIPHIA STOCK BOARD.
PRILADRIPHIA, June 15, 1863.
Stocks irregular and inactive. Pennsylvania 5's, 103;
Radicad, 83; Sentris Canal, 70; Long Islands
Radicad, 36's; Pennsylvania Ralicad, 65's; Sught
exchange on New York at par.
PRILADRIPHIA, June 15, 1863.
The rebel raid on the borders caused much excitements
at the Corn Exchange, and this morning trade was partially suspended. Breadstuffs generally very duff, except
yellow corn, which is in demand at 87c. Provisions inset
tive. Whiskey at 46c. a 46c.
BEFFALO, June 15—Noon.
Flour steady. Wheat quiet and no sales. Corn very
active and firmer: sales 238,000 bushels at 60's; a 61c.
Oats held 1c a 2c. higher. Barley and rye quiet. Whiskey
hey nominal at 42's;c. Canal freights firm at 56c. on
flour, 14c. on wheat, 12c. on corn to New York. Receptus—34,000 bushels onts. Exports—10 900 hbls.
flour, 102,000 bushels wheat, 249,000 bushels corn, 68,000
bushels corn, 6,000 bushels wheat, 249,000 bushels corn, 68,000

Arrivals and Departures.

Dushels cats, 6,000 bushels ryc.

Arrivals and Departures.

ARRIVALS.

Havana—Steamship Roanoks—Salvador Cortenae, M. B. Toras, Aug Dubois, T. Turnaid, J. Turnaid, Captain W. Woodbury, F. W. Johnson, W. B. Elwood, S. Halley, Capt G. Foresight and lady, S. Jackson, Mr. and Mrs. Myers, ave children and servant, J. Myers, S. Stafford, F. Linaren, L. Archaorts, Francisco Main, A. H. Morgan, S. A. Colmer and servant, E. O. Vicedad, Mr. and Mrs. Anderson and child, V. Casana, F. S. L. Courte, M. and Mrs. Anderson and child, V. Casana, S. S. L. Co., Mr. and Mrs. Of Marthi, E. Courte, D. Facavaria, Otto Schmidt, Toavit, Mrs. M. La conte, Thos Lena, T. Lovids, D. Basse, H. Oltasen, J. Downs, A. Bergman, Feigh Heichelt, O. E. Cohen, P. Merceria, L. Ting, J. Dominitie, J. Gavaiser, H. Swift, G. Hayne, G. Martiner, E. Richardon, J. Dugan, J. Staples, W. Savanter, T. Danaken, J. Loper, V. Viner, J. Gourly, J. R. Mein, S. E. McCleiban, D. Cliever, W. Jaroba, N. Thomas, H. Essor, S. de Riverand, M. P. Lozados—and twenty-five in the eteerage

Pausarus, Bratil—Brig Jabotas—Capt Lambert, late of the wasting sch. Kinggaher, of Fatrian-en, Mass, captured and Burned by the Alabams, and Capt Granh, late of ship Louisa.

Hatti Brig Arabella—Br. Triedman, Grany Carwar—Brig Julia Antoinette—Capt Higgins and lady.

Key West—Ship S. R. Mailoty—Mrs. B. L. Hicks, four chil-

Ray Wmnr—Ship S R Mailory—Mes R L Hicks, four children and servant; he F J Morana, three children and servant; he F J Morana, three children and servant; Mrs L M Hicks, four children and servant; he was the servant of the the servant o

Have Onlease.—Bark W.A. Platenius.—Mrs. Armstrong and seven children. Mrs. Bogart and five children. Mrs. Newman, Frofosor Vigns. Means Minmermann. Roses. Talla, and S in the steerage.

Matawones.—Bark Torsas Terry.—N. Chaifeid. R. Hoyt, T. Hoyt, A Bushnell. Mayaraa-Baik S W Holbrook-Mears Deniphan, Saf-ford, Melbourne, Simmers, Blackwell and Base, Kissiston, Ja-Stig Montrose-Mrs J deardsley and fa-mily.